

### AMENDMENTS TO THE CLAIMS

The listing below of the claims presents in amended form the claims as they appear in the translation of the originally-filed German-language application, and they intended to replace all prior versions and listings of claims in the present application:

#### **Listing of Claims:**

Claim 1 (currently amended): ~~Method and apparatus~~ A method for operating a motor vehicle having a driving engine and an automated or automatic transmission in the drive train for transmitting a torque, said method comprising the steps of: providing a transmission control unit that is equipped with including a memory function and operable to control a shift of gears within the transmission, particularly controlling a clutch engagement/disengagement process to improve riding comfort during a shift of gears from R to D ~~that is connected with an engagement/disengagement process, characterized in that a~~ by momentary engagement of the engine torque ~~occurs~~ before a shift of gears takes place by means of ~~the~~ a transmission actuator.

Claim 2 (currently amended): ~~Method and apparatus~~ A method in accordance with claim 1, ~~characterized in that~~ including the step of providing a driver-identifying lock recognition system is provided that includes driver-specific parameters for controlling vehicle operation in accordance with predetermined driver-related vehicle operation characteristics.

Claim 3 (currently amended): ~~Method~~ A method in accordance with claim 1, ~~characterized in that the~~ including the step of changing engine torque is ~~changed~~ by means of the transmission control system that is regulated by the a CAN bus.

Claim 4 (currently amended): ~~Method~~ A method in accordance with ~~claims~~ claim 1 and ~~3~~, characterized in that , wherein the engine torque is less than 10 Nm before the gear shift.

Claim 5 (currently amended): ~~Method~~ A method in accordance with claim 1, ~~characterized in that~~ including the step of utilizing at least one of the memory function of the transmission control unit (13) ~~or of~~ and the driver-identifying lock system is ~~utilized~~ to balance relevant adaptation parameters in the ~~corresponding~~ control units ~~(13, 13c and 13d)~~ unit.

Claim 6 (currently amended): ~~Method~~ A method in accordance with ~~claims~~ claim 1 and ~~5~~, characterized in that in the , including the step of establishing an additional signal during communication with the transmission control unit (13) ~~an additional signal is established that identifies~~ to identify the corresponding driver (Driver-ID).

Claim 7 (currently amended): ~~Method~~ A method in accordance with ~~claims~~ claim 1, ~~5 and 6~~, characterized in that including the step of inputting the adaptation

parameters for the a transmission shift program of the ~~transmission (4)~~ are input following the a boot process of the transmission control unit (13) and the driver identification of the driver.

Claim 8 (currently amended): Method A method in accordance with claims claim 1, 5 and 7, characterized in that wherein the linking of the signals from the control units ~~(13, 13c, and 13d)~~ unit takes place through the CAN bus of the motor vehicle (1).

Claim 9 (currently amended): Method A method in accordance with claim 1, characterized in that the including the step of detecting in the control unit for the level control of the chassis data from the actuators ~~are detected in the control unit for the level control of the chassis and are correlated~~ and correlating the actuator data with the transmission control.

Claim 10 (currently amended): Method A method in accordance with claim 9, characterized in that wherein a level control of the chassis takes place as a function of the engagement/disengagement and shift processes.

Claim 11 (currently amended): Apparatus in accordance with claims claim ~~1, 9 and 10~~, characterized in that the 13, including vehicle leveling actuators (43) are arranged in at least the one of a forward ~~and/or~~ and a rear axes axle of the motor vehicle (1), and , wherein the leveling actuators are either parallel to the

~~respective chassis-mounted shock absorber of the chassis or are a component of the shock absorber absorbers.~~

Claim 12 (currently amended): Apparatus in accordance with claim 11, ~~characterized in that~~ wherein during the a control process the regulating distances of the leveling actuators (43) of an axle ~~can be~~ are regulated ~~equally or~~ individually for each wheel of the vehicle.

Claim 13 (new): Apparatus for operating a motor vehicle having a driving engine and an automated or automatic transmission in a drive train for transmitting a torque, said apparatus comprising: a control unit including a memory function, wherein the control unit is operable to control operation of a clutch and a shift of gears within the transmission to provide a clutch engagement/disengagement process to improve riding comfort during a shift of gears from R to D by momentary engagement of engine torque before a shift of gears takes place, and a transmission actuator operatively connected with the transmission control unit for shifting gears.

Claim 14 (new): Apparatus in accordance with claim 13, including a driver identification system for accessing driver-specific vehicle operating parameters for controlling vehicle operation and transmission gear shifts.

Claim 15 (new): Apparatus in accordance with claim 1, including vehicle leveling actuators arranged in at least one of a forward and a rear axle of the

motor vehicle, wherein the leveling actuators are components of the shock absorbers.

**AMENDMENTS TO THE DRAWINGS**

Appended hereto as an attachment are replacement sheets of formal drawings to replace the drawings that were originally filed. The originally-filed drawings have been amended to change reference numeral 40 on the left side of Fig. 1 to reference numeral 44, and to translate into English the German-language words included on sheets 2 through 5.

Also appended hereto as an attachment are copies of the originally-filed drawings showing in red the drawing changes that are reflected in the attached replacement formal drawing sheets.

Approval of the drawing changes shown and acceptance of the enclosed formal drawings incorporating those changes is respectfully requested.